



NEWS FROM ABROAD.

THE GREEK AND IRISH QUESTIONS.

THE GREEKS CALLED TO ARMS—GREATER FREEDOM TO BE ACCORDED TO THE FRENCH PEOPLE—A HUMOR REGARDING MR. GLADSTONE.

The Greek Government has ordered that the army, which is now 45,000 strong, shall be increased. It also proposes to establish large military depots. M. Gambetta says the French press will be accorded greater freedom, and the right to hold public meetings will be upheld. A rumor has been current in the British House of Commons that Mr. Gladstone is to be made an Earl. Sergeant Heron has summed up for the prosecution at the Irish State trials.

THE GREEKS PREPARING FOR WAR.

THE ARMY NOW 45,000 STRONG.
ATHENS, Saturday, Jan. 22, 1881.
A decree has been issued ordering the immediate formation of three new battalions of infantry, one regiment of cavalry and one battalion of engineers. The present strength of the army is 65,000 men. The Minister of War has addressed a circular to the military authorities concerning the formation of three large military depots at Piræus, Chalcis and Missolonghi.

VIENNA, Saturday, Jan. 22, 1881.

The *Presse* says: "The Greek representatives at the capitals of the great Powers have been instructed to present a communication declaring that Greece will formally claim her right to be represented in the event of a conference of the Ambassadors assembling at Constantinople to-day. In a powerful (Republican) announced an interpellation on the Government's foreign policy. Debate was fixed for February 3."

FRENCH REFORMS PROMISED.

PARIS, Saturday, Jan. 22, 1881.
In thanking the members for his reelection as President of the Chamber of Deputies, M. Gambetta said that the Chamber would not separate before emancipating the press from the present restrictions, not without sanctioning the right of public meetings. M. Floquet (Republican), who elected Fourth Vice-President of the Chamber, the budget estimates for 1882. The revenue is calculated at 2,836,000,000 francs, and the expenditures at 2,818,000,000 francs. In the Chamber of Deputies to-day M. Roussier (Republican) announced an interpellation on the Government's foreign policy. Debate was fixed for February 3.

MR. GLADSTONE AND THE PEERAGE.

LONDON, Saturday, Jan. 22, 1881.
It was generally rumored in the lobby of the House of Commons last evening that Mr. Gladstone is to be created Earl of Hawarden.

There is already a Viscount Hawarden in the peerage of Ireland. Hawarden is the name of Mr. Gladstone's country residence.

BRITISH PRECAUTIONS.

LONDON, Saturday, Jan. 22, 1881.
It is stated that in consequence of the explosion at Salford, it is intended to strengthen the garrison at Manchester. The ironclad turret ship *Belsham*, carrying four 25-ton guns, stationed at Kingston, has started for Rattramullen, near Inishowen. It is reported that her mission is to intercept the landing of a cargo of arms.

At the State trials in Dublin to-day, Sergeant Heron, for the Crown, proceeded to reply. He declared that the counsel for the traversers had shirked from grappling with the evidence regarding the damaging speeches of their clients. He accused the traversers of having wilfully tampered with O'Connell's speech, and said the traversers must be put down; that Mr. Farnell's political speech had reached its object in the fact that the traversers had been induced to cease to have a share in the splendid British Empire they had helped to build up. He was greeted with applause. At the close of his speech, Mr. O'Connell then adjourned until Monday, when Judge Fitzgibbon will deliver his charge to the jury.

The *Standard* says: "It is probable that the Government will be compelled to set aside the coercion bills temporarily in order to deal with the serious situation of the country. Irish members intend to offer prolonged resistance to the coercion bills."

ENGLAND AND THE BOERS.

LONDON, Saturday, Jan. 22, 1881.
In the House of Commons last night Mr. Rylands (Liberal) moved that the annexation of the Transvaal be repudiated and unjustified. Premier Gladstone said it was the result of the intention of the Government to reestablish the British authority in the Transvaal in the first instance. Mr. Duff, the Under Colonial Secretary, said the Government desired to give the people of the Transvaal the opportunity of electing their own representatives, and to give them the right to elect their own representatives. Mr. Rylands's motion was carried by a vote of 129 to 10.

At a meeting held near this city it was resolved to circulate for signatures an address to Queen Victoria, praying that Her Majesty will exercise her prerogative for the purpose of averting bloodshed in the Transvaal.

CAPE TOWN, Saturday, Jan. 22, 1881.

The British force at Camp Portet, near the border, has been reinforced, and will take the offensive shortly.

THE SURRENDER OF LIMA.

LONDON, Saturday, Jan. 22, 1881.
A dispatch from Rome to *The Morning Post* says the Chilean Consul-General there has received the following telegram: "Lima surrendered to General Baquedano, who commanded 40,000 men." The Chilean representatives at European Courts have also received advice by telegraph of the surrender of Lima. News has been received at Lima that the Peruvians lost seventy guns to the battle at Chorrillos.

THE RUSSO-CHINESE TERMS.

LONDON, Saturday, Jan. 22, 1881.
A dispatch from St. Petersburg to *The Daily News* says: "The main outlines of the agreement between Russia and China are that Russia shall restore all of Kuldja, reserving a small territory in the southwest of it. China will pay a substantial amount over and above the 5,000,000 roubles (\$44,000,000) stipulated by the treaty of Tientsin for the expenses of Russia's military operations."

ROUGH WEATHER IN EUROPE.

LONDON, Saturday, Jan. 22, 1881.
A terrific storm prevails in the Mediterranean. It is reported that fifty anchors have been wrecked in that sea. A general of the snow storm was reported yesterday in the southern portions of England and Scotland. The weather is very cold. Fog in the river Mersey yesterday somewhat delayed steamers outward bound from Liverpool.

OPPOSING PRINCE BISMARCK.

BERLIN, Saturday, Jan. 22, 1881.
The proposed establishment of triennial Imperial budgets, which Prince Bismarck has again introduced in the Reichstag, has caused great opposition in the press. The resignation of Herr Bitter, Minister of Finance, is considered probable.

THE GREAT FISHERY SCANDAL.

HALIFAX, N. S., Jan. 21.—Professor Hinds has sent another letter to the Governor General regarding his charge that the officers of the Department at Ottawa had altered and falsified the returns in the trade and navigation returns made to the Department. He calls attention to the fact that according to the news reports Sir John Macdonald said in Parliament that "it was a case of blackmail." This statement Mr. Hinds shows is omitted from Hinds's official report—the charge of blackmail being wholly withdrawn, and is an allusion to his character. In conclusion Professor Hinds says:

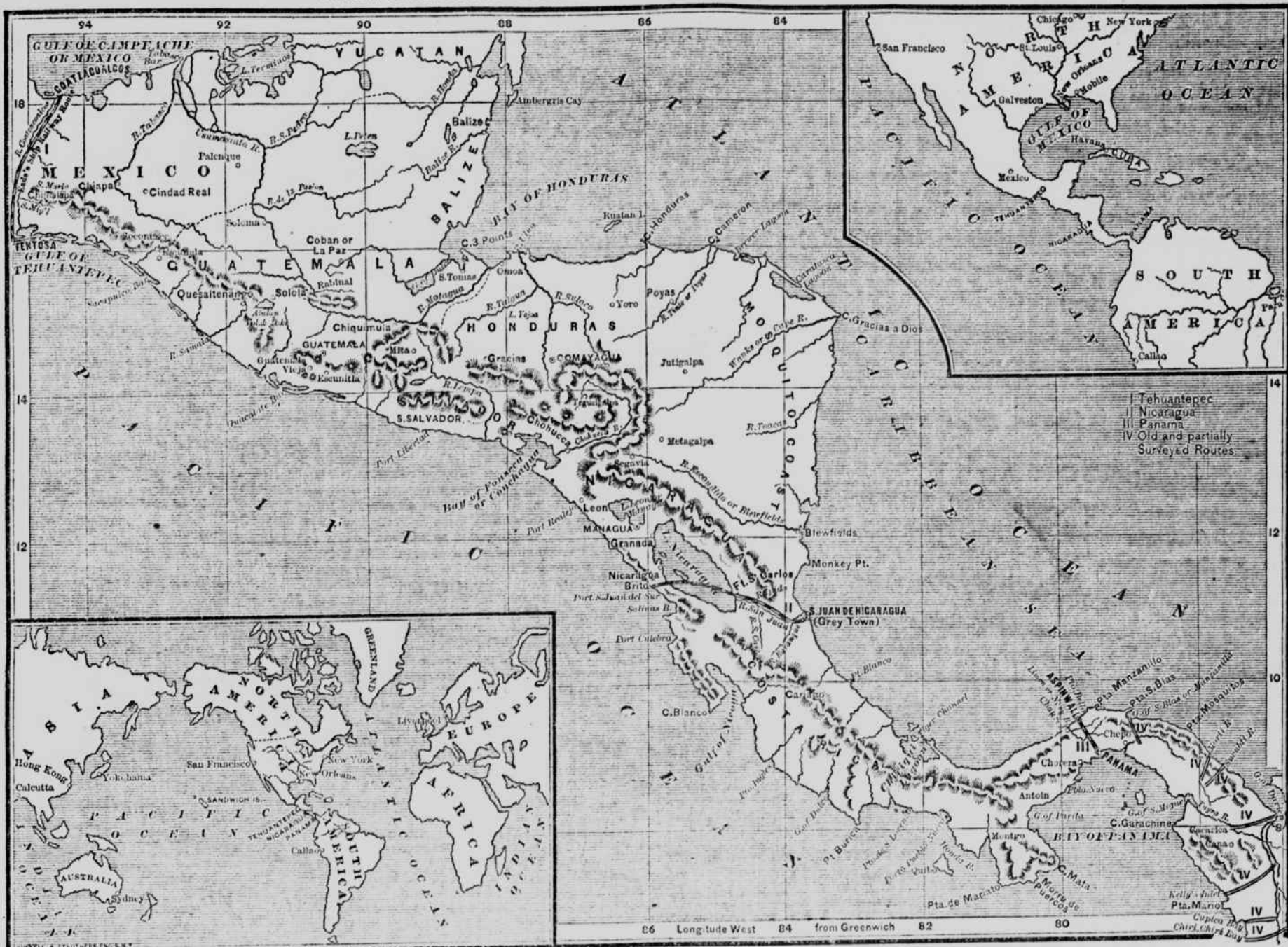
It appears that the Minister of Marine and Fisheries, and the conspirators who manufactured the frauds, one of whom swore to them in Halifax, having in their possession copies of the secret appendices, have been all together under the same roof for a period exceeding half a year, with full available knowledge of the whole of the frauds perpetrated, and the fact that the Minister of Marine and Fisheries has been in communication with the conspirators in connection with this fraud.

CUBAN SHIPPING INTERESTS.

HAVANA, Jan. 21.—The Minister of the Colonies is directed by a royal decree to advertise for proposals and to con-

SHIP TRANSPORTATION ROUTES ACROSS THE AMERICAN ISTHMUS.

PANAMA, NICARAGUA AND TEHUANTEPEC: THEIR RELATION TO THE WORLD'S COMMERCE.



FROM OCEAN TO OCEAN.

PROPOSED LINES OF SHIP TRANSIT.

THE IDEAL OF THREE CENTURIES—PLANS FOR A TIDE-WATER CANAL, A LIFT-LOCK CANAL AND A SHIP RAILROAD ACROSS THE AMERICAN ISTHMUS—RELATIONS OF THE SCHEMES TO THE COMMERCIAL INTERESTS OF THE WORLD.

The project of separating the continents of North and South America, and establishing free navigation between the Atlantic and Pacific Oceans by a ship canal through the Central American Isthmus, is by no means recent. A survey of the valleys of the Chagres River and the Rio Grande was made by Florentin engineers early in the sixteenth century, and explorations with the same object in view were soon after made along the courses of the San Juan and Cotoacacac Rivers. From the year 1528 until the present an intermittent Isthmian Canal fever has preyed upon the minds of engineers, capitalists, and diplomatic schemers in both hemispheres. Numerous surveys have been made; a score or more of routes have been selected, each being pronounced by its advocates incomparably preferable to all the rest; and a vast amount of romance and speculation on the subject has been indulged in, without, until very recently, any definite result. But the rapid growth of the States on the Pacific coast, closer commercial relations and increased trade with China and Japan, and other less important causes, have at last made the long-dreamed-of canal a practical necessity in the view of many people; and the scheme has been denuded of all romance and speculation, save such as dwell among the mathematical calculations of contractors and engineers. The number of proposed routes has been reduced to three, which, oddly enough, were the very ones first chosen more than three centuries ago—at Panama, Nicaragua and Tehuantepec. For each of these special advantages are claimed over the others, and upon each it is proposed to construct a maritime highway of entirely different character. It is probable that a vigorous attempt, at least, will be made to carry all three plans into execution.

Minutely detailed descriptions of the three routes have from time to time been made public. The accompanying maps are designed to present to the readers of *THE TRIBUNE* a view of their most prominent geographical features, and the relations borne by them to each other and to the commercial interests of the United States and of the world at large.

THE PANAMA TIDEWATER CANAL.

The Panama route, it will be seen by reference to the principal map, is in the immediate vicinity of the railroad now in operation between Panama and Aspinwall, and lies wholly within the United States of Colombia. Its general direction is from northwest to southeast, along the valleys of the Chagres River and the Rio Grande, at which point the isthmus is only forty-two or forty-three miles wide. It is proposed to pursue "the heroic course" in constructing this canal, and run it from ocean to ocean at tidewater level. Passage through the mountain range that forms the backbone of the isthmus would be effected by a tunnel, in

which two full-rigged clipper ships may pass each other. Of course no lift-locks will be used, but the tides of the Pacific rise twenty feet higher than those of the Caribbean Sea, a compensatory tide-lock will have to be built at each end of the great trans-isthmian ditch. A good harbor exists at each terminus.

Numerous objections have been offered to this route. It is said that the climate is so deadly that the laying of each sleeper on the Panama Railroad cost the life of a workman; that the violent rains, aggregating nine or ten feet annually, and the torrential stream of the Chagres, will fill the canal with silt and debris; that the southern terminus is in a region of perpetual calms, where excessive fog will be required, while the northern port is the very home of hurricanes; that the cost of tunneling the mountains will be too great; and many similar charges are made. Despite all this, the company expresses enthusiastic confidence of success. Ferdinand de Lesseps, of the Suez Canal, Lieutenant Wye of France, ex-Secretary Thompson of this country, and others, are at the head of the enterprise. They estimate the cost of the canal at only \$110,000,000, for which subscriptions are received from all parts of the world. The necessary concessions have been made by the Colombian Government, and a party of surveying and constructing engineers has already been dispatched to the scene of operations.

THE ROUTE BY LAKE NICARAGUA.

The second route indicated on the map is that by way of Lake Nicaragua and the San Juan River, along the boundary of Costa Rica, and through the territory of the Republic of Nicaragua, a region made famous by the daring and death of Walker, the filibuster. The general direction of the route is from east to west. Beginning at or near Greytown, on the Caribbean coast, the canal is to be dug for a distance of sixty-three miles to the San Juan River, above the junction of the Rio San Carlos, the latter stream bearing too much silt to allow the use of the San Juan River below that point. Thence the line of navigation will be up the San Juan, which is a thousand feet wide and twenty deep, and of constant and gentle flow, to lake Nicaragua. In all this distance, from ocean to lake, there will be from six to ten lift-locks, of about ten feet each. Lake Nicaragua is a fine inland sea, 110 miles long by 30 miles wide, and from 39 to 150 feet deep. It lies 107 feet above the sea level. The canal route will cross the lake to its western shore, only 16 1/2 miles from the Pacific Ocean. Here the hills rise 134 feet above the lake, rendering a deep but short cut necessary; after which the canal will reach tidewater by an easy descent through a system of ten locks, of ten feet each, and not less than 2,000 feet apart. The western terminus will be at Brito. At each end of the canal an artificial harbor will have to be formed, there being no natural harbor at Brito, while that at Greytown, formerly one of the finest on the coast, has become so badly silted as to be useless except for small craft. The estimated cost of the entire work is \$75,000,000.

The Panama route, it will be seen by reference to the principal map, is in the immediate vicinity of the railroad now in operation between Panama and Aspinwall, and lies wholly within the United States of Colombia. Its general direction is from northwest to southeast, along the valleys of the Chagres River and the Rio Grande, at which point the isthmus is only forty-two or forty-three miles wide. It is proposed to pursue "the heroic course" in constructing this canal, and run it from ocean to ocean at tidewater level. Passage through the mountain range that forms the backbone of the isthmus would be effected by a tunnel, in

offered to the competitor who beats Rowell's best record, 568 miles.

THE FIRE RECORD.

BURIED BENEATH FALLING WALLS.
FOUR MEN PROBABLY FATALLY INJURED AT CHICAGO.
CHICAGO, Jan. 22.—A fire here last night destroyed the three-story brick furniture factory of F. Mayer, at Clinton and Sebecks. The building was filled with inflammable material, and in twenty minutes after the alarm the front wall fell, burying fourteen firemen and one policeman in the ruins. Of these the rescuers found four probably fatally injured, viz: James Conway, Engine No. 18, both legs broken and injured internally, found buried under five feet of brick; Edward Murphy, captain of Engine No. 1, caught under a beam; shoulder blade broken, hip dislocated and chest crushed in; James Tobin, pipeman of Engine No. 1, buried under brick, chest crushed in; and William Van Oordel, Engine No. 17, very badly cut about the head and injured internally.

The others escaped with painful bruises. The loss is estimated at \$50,000, partly insured.

A LARGE STOREHOUSE BURNED.
The Standard Oil Company recently purchased the old Zabinski housestead, near East Passaic, N. J., and began the erection of several storage buildings. The largest was about 250 feet long, and was nearly completed. At 4:30 a. m. yesterday flames were discovered in the line storehouse, near the engine-room, and the entire building was burned to the ground. No cause can be given for the fire, and incendiarism is alleged. The loss, including the tools of the workmen, was about \$50,000.

IN BROOKLYN.

A fire broke out at 1 o'clock yesterday morning, at James Mitchell's moulding and pattern shop, Nos. 22 and 24 Water-st., Bro. sky, causing damage of about \$2,000 to patterns, etc.; insured for \$5,000.

Objections have been made to this route, on account of its length, and more particularly, against the system of lockage, which will, it is claimed, prove a serious obstruction to commerce. On the other hand, it is urged that by utilizing the lake and river, the actual amount of canal excavation will be no more than by the Chagres route; that the ample size of the locks will preclude accidents or serious delays; that the climate of that region is eminently healthful; and that while Greytown and Aspinwall are equidistant from the Atlantic ports of the United States, the Pacific terminus of this route is six hundred miles nearer the western coast of the United States than the outlet of the Panama route. The Nicaragua route was selected by Admiral A. M. and Captain Phelps, U. S. N., and is entirely an American enterprise. Complete arrangements have been made with the Nicaraguan Government, and a bill is now before Congress for the granting of a charter to a company for the construction of the canal. This is the company of which it has been proposed to make General Grant president.

THE TEHUANTEPEC SHIP RAILROAD.

The northernmost route, shown on the map as No. 1, is that across the Isthmus of Tehuantepec, Mexico, from north to south. Although this isthmus is 130 miles wide, it has always been regarded with great favor on account of its many advantages, among which is the fact of its being partially traversed by the Rio Cotoacacac, which, for thirty miles through the Gulf, presents a navigable depth of twenty feet or more. The proposition is not, however, to construct here a canal, but a ship railroad, on which the largest vessels, with full cargoes, may be speedily and safely transported overland, from ocean to ocean. The author and chief advocate of this bold and unique scheme is Captain Eads, who is well known as the builder of the great steel bridge at St. Louis, and, more recently, of the jetties at the mouth of the Mississippi River. He proposes to construct this road as shown on the map, from Minatitlan to La Ventosa, a distance of 112 miles. From Minatitlan to the foot of the Cordillera the track will be almost perfectly level. The ascent to the "divide" is only 770 feet above sea level, will nowhere present a grade of more than forty feet to the mile, and the descent from thence to the Pacific will be gradual and easy. At the southern or Pacific terminus much work will be required to form a suitable harbor. At the Gulf, however, there is an excellent harbor with fifty feet of water, calm and secure as New-York Bay.

A company has been formed for the construction of an ordinary passenger railway across this isthmus, which is on friendly terms with the projectors of the ship-railroad scheme. Captain Eads has secured from the Mexican Government extensive land grants and direct pecuniary assistance; and what is the most remarkable feature of the contract, the privilege of hypothecating, at his pleasure, the revenue of the road to any Government that may assist him in its construction. Surveyors are now at work on the route, and Captain Eads is energetically pushing forward the work, confident that he can build and equip the road at far less expense, and in less time than will be required for either of the projected canals. Despite the objection that has been raised, that vessels cannot be safely transported in this way, he claims that the road will be safer, more rapid, and, not least important, more

The building, which was owned by the East River Bridge trustees, was damaged \$500. An overheated furnace is the supposed cause of the fire.

FRAGMENTS OF WESTERN NEWS.

MRS. BERNHARDT AT A JEWISH SYNAGOGUE.
CHICAGO, Jan. 22.—Sarah Bernhardt, this morning, in company with Mr. and Mrs. Novotny, the former a wealthy Bohemian banker here, attended service at the Synagogue at Twenty-third-st. and Indiana-ave. This Mrs. Bernhardt's first public appearance at religious worship since her arrival in America.

ST. LOUIS, Jan. 22.—The Woman's Suffrage Association of this city, of which Mrs. Virginia L. Minor is president, and Miss Pauline C. C. is a prominent member, have agreed an agreement to visit Jefferson City and to stay before the Legislature a petition for an amendment to the State Constitution striking out the word "male" and substituting the word "citizen."

PROTECTING THEIR FOREIGN TRADE.
CHICAGO, Jan. 22.—All the prominent butchers, dealers and commission merchants on South Wabash, have signed an agreement not to sell or deal in any imitation of butter, either as butter or under its name. This action became necessary, in some of the country have found that reports of adulteration and fraudulent trade were having an injurious effect upon their foreign trade.

TELEGRAPH NOTES.

KILLED IN AN AFFRAY.
ST. LOUIS, Jan. 22.—Nash Bowring, in an affray at Delaware, Ind., on the 18th inst., was shot and killed by George Brown with a pistol, and was shot.

TO INVESTIGATE THE MANAGEMENT OF A RAILROAD.
ATLANTA, Jan. 22.—The trustees of the Maine Irons Works have requested that an investigation be made into the management of that institution. This will be done by the Legislative commission on that subject.

RECOVERED FROM BENEATH THE ICE.
LOWTOWN, N. J., Jan. 22.—The body of Frederick Cummings, age 45 years, who was drowned yesterday week at sea on New Year's day, was recovered yesterday west of the spot where he went through last fall.

profitable than either of the canals. The total cost of the road is estimated at \$75,000,000. It may here be stated, however, that different estimates as to the cost of the railroad and canals vary by a hundred millions of more, according to the favorable or unfavorable attitude of the calculator toward the work in question.

RELATIONS OF THE ROUTES TO COMMERCE.

The relation the Isthmian routes will sustain to the highways of the world's commerce is indicated on the two smaller maps given above. The map of the world on Mercator's projection shows that as a means of communication between the Atlantic ports of the United States and the Pacific coast, the western coast of South America, China, Japan, Australia, and the islands of the Pacific, either of the three routes across the Isthmus would possess great advantages in point of distance over the tedious and often perilous journey around Cape Horn, which is now the only means of communication that does not necessitate the unloading and reloading of cargoes. This fact will be the more evident when it is stated that the distance from New-York to San Francisco, via Cape Horn, is 15,072 miles, and via Panama, 6,057 miles, a saving of 9,015 miles by the latter route. A proportionately great distance is also saved between New-York and Yokohama or Hong Kong. The advantage in point of distance of the Isthmian over the Cape Horn route to European commerce is immense, effecting a saving of more than seven thousand miles each way in the journey between San Francisco and Liverpool, while the gain between Europe and the Pacific coast of South America is equally striking.

Upon the third map are shown the advantages and disadvantages of the several trans-Isthmian routes with respect to each other, in relation to American commerce. It is evident that the further north a route may be located, the shorter will be the distance by it between the Atlantic and Pacific coasts of the United States. This circumstance is of course intensified by the spherical form of the earth, causing the distance between any two meridians to increase as they approach the equator. Accordingly, all other things being equal, the Tehuantepec route would be the most and the Panama route the least desirable. Other circumstances, however, may counterbalance this advantage.

The Caribbean terminus of the Panama and Nicaragua routes are about equidistant from any of the Atlantic ports of the United States. On the Pacific coast there is a difference of over six hundred miles in favor of the latter. A far greater difference exists between the Panama and Tehuantepec routes, as will be seen by inspection of the map, and from the following summary of distances: From New-York to San Francisco the distance via Tehuantepec is 3,243 miles; via Panama, 5,412; difference in favor of former, 1,838 or 1,872 miles in the round trip. The difference in favor of Tehuantepec over Panama from New-York to Yokohama or Hong Kong is 1,820 miles; to Sydney, Australia, 1,153 miles; and to Mazatlan, Mexico, 1,824 miles.

From New-York to San Francisco the advantage of Tehuantepec over Panama is 1,152 miles, and if the proposed Florida ship canal were constructed, a further saving of about two hundred miles would be made. The gain of the Tehuantepec route over Panama between New-York and Liverpool, England, is 837 miles; and between San Francisco and Havana, Cuba, 1,430 miles.

IMMIGRANT PASSENGER RATES.

The effort of the Pennsylvania Railroad Company to obtain control of a share of the immigrant trade West by giving passengers purchasing tickets at Castle Garden a reduction of 40 per cent from regular rates to competing points still continues. The New-York Central and Erie sell "cash" tickets at Castle Garden at a reduction of 20 per cent below schedule rates, but the Pennsylvania Company claims that the other two roads do not have an unfair advantage over it, as they have arranged with the steamship companies through whom passengers in Europe purchase tickets to the West are passengers in Europe through tickets.

In this arrangement with the steamship companies the immigrants pay the full railroad rate, and much comfort is made by them when they learn that these who do not purchase railroad tickets until their arrival here do not pay the reduction. An instance of this was given last week in the case of some of the immigrants who arrived on the P. Canal, from Rotterdam. One of them had purchased a through ticket, the rate of fare to Columbia having cost him \$1.350. Two road fares to Columbia purchased their tickets to Columbus after their arrival, and got them at the reduced rate, 86c. They had been very profuse in their declarations that he had been swindled. It is the occurrence of such cases as this that has led the Commissioners of Emigration to confer with the railroad companies with a view to having the system of selling through tickets from Europe discontinued.

THE CHINESE TREATY.
SAN FRANCISCO, Jan. 22.—A dispatch from Carson, Nev., says Mr. Rockwell's resolution, offered in the Senate yesterday, instructing the members of Congress to vote against the ratification of the Chinese Treaty was tabled by the Republicans.

A MORTGAGE FILED.

CHICAGO, Jan. 22.—The \$500,000 mortgage of the Wabash, St. Louis and Pacific Railroad was filed today. The mortgage is dated June 1, 1880, and has been filed for record in other counties also.

EFFECTS OF THE STORM.

GREAT DAMAGE ONLY PARTLY REPAIRED. TELEGRAPHIC COMMUNICATION STILL GREATLY INTERRUPTED—THE CITY NO LONGER COVERED BY THE WORK OF THE MEN EMPLOYED BY THE TELEGRAPH COMPANIES—THE AMERICAN UNION NOT GREATLY DAMAGED—SCENES UP AND DOWN TOWN.

Efforts were made yesterday to repair the damage caused in this city by the storm of the previous day. The telegraph wires were so badly broken and entangled, and so many poles were down, that the progress in restoring communication, even within the city limits, was slow. It is expected that the workmen will accomplish much to-day. The condition of the streets was nearly, if not quite, as bad as possible, and the feeble attempts of the Street Cleaning Bureau were only irritating to the observers.

THE CONDITION OF THE CITY.

EFFECTS OF FRIDAY'S STORM—GATHERING UP THE BROKEN WIRES—SLOW WORK IN MAKING REPAIRS—BUSINESS DELAYED—GETTING ABOUT STILL DIFFICULT.

Traces of the great storm of Friday were everywhere visible in this city and its vicinity yesterday. Telegraph wires and poles without their picturesque icy coverings encumbered the streets in many places. Signs displaced by the violence of the gale hung in dangerous positions. The debris of broken chimneys and shattered windows lay on many of the sidewalks. The trees in the parks, stripped of their glistening icy coats, with broken branches, added to the look of desolation. The streets were almost impassable for pedestrians. Many of the public clocks that stopped on the day previous still refused to mark time. The sky was lowering, and generally the city presented a dismal and gloomy aspect.

The telegraph companies were the greatest sufferers by the storm, but they lost no time in setting about to repair the damage. Coils of wire and gangs of busy men could be seen from almost any street corner. The work of repairing, however, seemed to proceed slowly. The tangled web of wires that hung over the streets and littered the ground in all parts of the city did not present any altered appearance last night. The many men that were at work on them directed their energies toward straightening out a few wires so that circuits could be established with distant points. Any attempt to complete the repairs in each street and on each house as they went along would have delayed the opening of communication for many days. At the head of Crosby-st. last night at least fifty broken wires hung to the street below. This was a specimen of what could be seen in other parts of the city. The wires in many places had to be cut in order to get them straightened out. Poles that had fallen were as a general thing broken off close to the ground instead of being uprooted, and this added to the troubles of the companies.

The American Union Telegraph Company was the first to break the telegraph blockade. A wire and poles of this company were all new, they withstood the storm better than those of older corporations; and there were not so many wires on a pole. Very few of the poles were down in the city, and the manager said the troubles in the city were almost wholly due to the falling of other wires against those of the American Union, thus interrupting the circuits. The company sent out all the men it could command who knew enough about the work of linemen to be of any use, and by 5 o'clock in the afternoon business was resumed directly from the main office. Lines were at that hour in working order to Boston and intermediate points, and to Chicago, Washington, and in fact to all principal cities. The damage to the wires was principally within a few miles of this city. It will take several days for the American Union to repair all the damage wrought by the storm, but the managers expect to have many of the branch offices in this city open Monday.

The Western Union Company had over 500 linemen at work repairing its wires. These men constituted principally the repair force of the company in Massachusetts, Connecticut, New-York and New-Jersey. They were scattered about the city in gangs of ten. Their first work was to strip the prostrate poles of their wires and gather them in a bunch and pin them to some convenient rod. Then the broken strings were singled out, tied and connected as fast as possible. Leading circuits were attended to first. Last night many of the wires were repaired, so that business will be resumed to-day directly from the main office. All messages from the South and West yesterday were sent by train to Paterson and Elizabeth, from which points the wires were working. Messages for the cable and Boston and the East, and for Albany, Chicago, Pittsburg and the far West were sent by messengers to Williamsbridge. The usual amount of business from the main office was transacted with about two hour delay in each case. No messages were received yesterday without the sender consenting to a delay of from two to twenty-four hours. The ninety branch offices in the city were closed to business except as messengers were forwarded by boys. The operating room at the Western Union main office, where a pair of the instruments is usually kept, that of a catastrophe, was silent, and the 300 operators were allowed to read newspapers or occupy their time as they pleased. They were kept in the building, however, as the manager could not tell at what moment circuits might be opened.

The Atlantic and Pacific Telegraph Company had no communication with any point outside the city by direct wire. Messages were forwarded by train to the nearest working points, but apparently little business was transacted.

WHAT SOME MANAGERS SAY.

The Superintendent of the Gold and Stock Telegraph Company said that the main system of 850 "printers" which deliver quotations in brokers' offices were in working order with few exceptions. The circuits running up-town and to the Cotton and Produce Exchanges were interrupted; also those running to Brooklyn and New-Jersey.

Mr. Ellsworth, of the Metropolitan Telephone and Telegraph Company, said the management had employed all the men it could get with any knowledge of telegraphy, and it was expected to have most of the wires in operation Monday. It will be some time before all the 3,000 instruments in subscribers' houses will be in working order. Only about 100 were in operation yesterday.

Mr. Childs, of the Law Telephone Company, said that about all of the 600 wires entering the operating room of the company had been stopped. A few were repaired yesterday. He thought 75 per cent of the wires would be in working order to-morrow.

The New-York City Telephone Company has instruments in 4,400 offices in the city, only a few of which were in operation. Out of 3,200 districts, only 510 change wires only 630 were working. Out of 510 private lines in use about 261 were working. It will take several days before the wires can all be repaired.

The American Rapid Telegraph Company announced last night that its wires would all be in operation by Monday. The business of the American District Telegraph Company was necessarily largely decreased.

All of the telegraph companies expect to do much work in repairing wires to-day, as the streets will be comparatively deserted. All the men that could be had were engaged yesterday for work to-day.

The damage to the companies by the storm is variously estimated, from \$100,000 to \$1,000,000. A reliable estimate cannot be made. The actual cost of repairs in this city will probably not exceed \$100,000 at most, but the loss of receipts will undoubtedly result in a large amount.

THE CITY'S DEFENSES.

The work of untravelling the police telegraph wires and restoring communication with the precinct stations proceeded slowly. At night only seven of the